



Los Angeles County
Department of Regional Planning


Planning for the Challenges Ahead



August 7, 2008

Bruce W. McClendon FAICP
Director of Planning

TO: Harold V. Helsley, Chair
Leslie G. Bellamy, Vice Chair
Esther L. Valadez, Commissioner
Wayne Rew, Commissioner
Pat Modugno, Commissioner

FROM: Susan Tae, AICP, Supervising Regional Planner 
Land Divisions Section

SUBJECT: **ZONE CHANGE CASE NO. 2008-00004-(5)**
VESTING TENTATIVE TRACT MAP NO. 53653-(5)
CONDITIONAL USE PERMIT CASE NO. 2005-00088-(5)
OAK TREE PERMIT CASE NO. 2005-00039-(5)
HOUSING PERMIT CASE NO. 2006-00001-(5)

August 20, 2008; AGENDA ITEM NO. 7 a, b, c, d, e

PROJECT BACKGROUND

Your Regional Planning Commission ("Commission") held a public hearing on November 15, 2006, June 18, 2008, July 9, 2008 and July 30, 2008 for Vesting Tentative Tract Map No. 53653, a residential subdivision proposal to create 92 single-family lots, one multi-family lot with 93 attached senior condominium units in two buildings, five open space lots, one recreation lot, six public facility lots and one fire station lot on approximately 234.8 gross acres. The project is located approximately 273 feet southwest of Sagecrest Circle west of Interstate 5 ("I-5") Freeway and The Old Road, between Calgrove Boulevard and Sagecrest Circle in the unincorporated Santa Clarita Valley. The proposal also required approval of Conditional Use Permit Case No. 2005-00088-(5) ("CUP") to ensure compliance with the requirements of hillside management, density controlled development, development within a Significant Ecological Area ("SEA"), and onsite project grading. Oak Tree Permit Case No. 2005-00039-(5) is also required to allow the removal of 162 oak trees (including 13 heritage oaks) and encroachment into the protected zone of 52 oak trees (including six heritage oaks). Housing Permit Case No. 2006-00001-(5) is required to authorize a density bonus up to 50 percent for the senior citizen housing development.

A Draft Environmental Impact Report ("EIR") was also prepared that identified potentially significant impacts of the project, including Geotechnical (Geology, Soils and Seismicity); Hydrology/Water Quality; Hazards; Noise; Air Quality; Biological Resources; Cultural Resources; Aesthetics; Traffic; Water and Wastewater; Schools; Fire Services; Sheriff Services; Solid Waste; Utilities (Electricity, Natural Gas); Libraries; and Parks and Recreation. Impacts

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Solid Waste; Utilities (Electricity, Natural Gas); Libraries; and Parks and Recreation. Impacts that cannot be mitigated to less than significant include Aesthetics, Air Quality, Biological Resources, Geology, Noise, Cumulative Sheriff Services and Cumulative Solid Waste.

At time of the June 18, 2008 public hearing, the Findings of Fact and Statement of Overriding Considerations ("SOC"), in response to the final EIR comments regarding the seven factors that cannot be mitigated to less than significant, were not included in the materials distributed and the public hearing was continued to July 9, 2008. For the July 9, 2008 continued public hearing, the SOC were distributed to the Commission. Due to lack of quorum for July 9, 2008, this project was automatically continued to July 30, 2008.

During the July 30, 2008 public hearing, the Commission heard testimony from the applicant and the public. The Commission discussed their understanding regarding whether the project was continued for substantive issues, or for proper paperwork before the Commission could take action. The Commission also discussed concerns raised including single means of access, provision of fire station lot and utilities, market for senior projects, and potential for financing of open space maintenance after transfer to a public agency. After discussion, the Commission continued the matter to August 20, 2008, in order for a full Commission, including Commissioner Modugno, to consider the project and ensure all previous concerns raised have been addressed before taking action on the project.

Updated findings and corrected documents as requested by the Commission, are forthcoming.

ADDITIONAL CORRESPONDENCE

Since the distribution of materials for the July 30, 2008 public hearing, additional materials were received during the July 30, 2008 hearing and one additional letter of opposition (please see attached).

Materials received during the public hearing included: photographs of the site; a list of affordable Senior Housing and Assisted Living Facilities; and a paper from the California Attorney's General's Office regarding Mitigation Measures and Global Warming Resources.

An additional letter of opposition was received and requested the Commission's consideration of neighboring property owners, as well as commented on development within the City of Santa Clarita, need for improved infrastructure, traffic congestion, water, oak trees, Santa Susana Sensitive Habitat Area and the fire trail's adequacy (south of Sagecrest Circle).

STAFF RECOMMENDATION

The following recommendation is subject to change based on oral testimony or documentary evidence submitted during the public hearing process.

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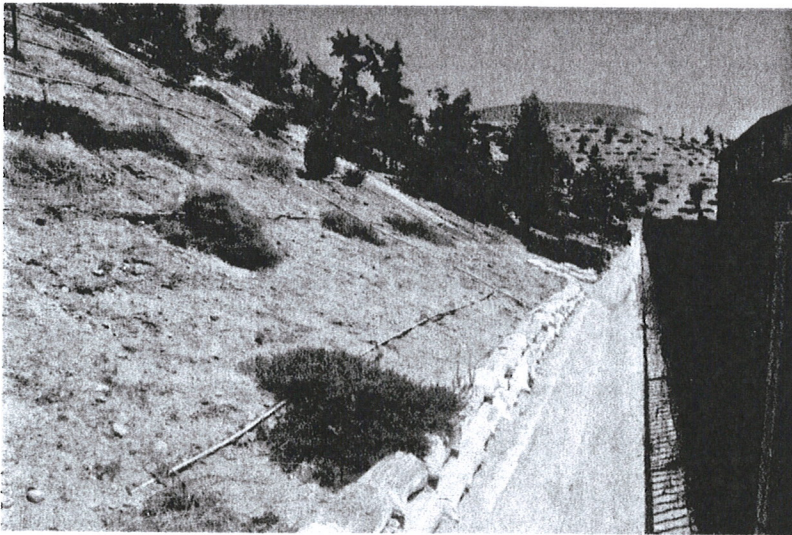
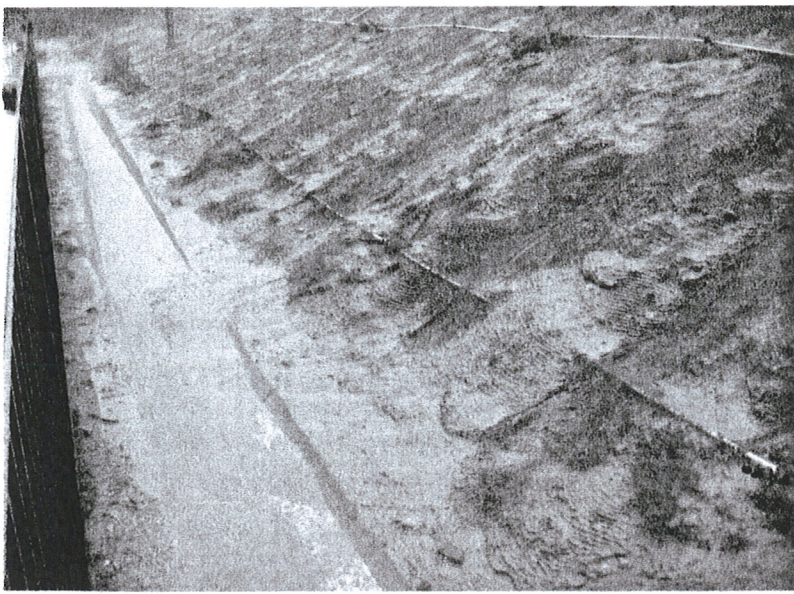
Staff recommends that the Commission close the public hearing, and adopt the environmental document. Staff also recommends the Commission approve Vesting Tentative Tract Map No. 53653, Conditional Use Permit Case No. 2005-00088-(5), Oak Tree Permit Case No. 2005-00039-(5), and Housing Permit Case No. 2006-00001-(5); and recommend approval of Zone Change Case No. 2008-00004-(5) to the Los Angeles County Board of Supervisors.

Suggested Motion: "I move that the Regional Planning Commission close the public hearing, certify the Final Environmental Impact Report, and adopt the Statement of Facts and Overriding Considerations."

Suggested Motion: "I move that the Regional Planning Commission approve Vesting Tentative Tract Map No. 53653, Conditional Use Permit Case No. 2005-00088-(5), Oak Tree Permit Case No. 2005-00039-(5), and Housing Permit Case No. 2006-00001-(5) (with the conditions as added into the record); and recommend approval of Zone Change Case No. 2008-00004-(5) to the Los Angeles County Board of Supervisors."

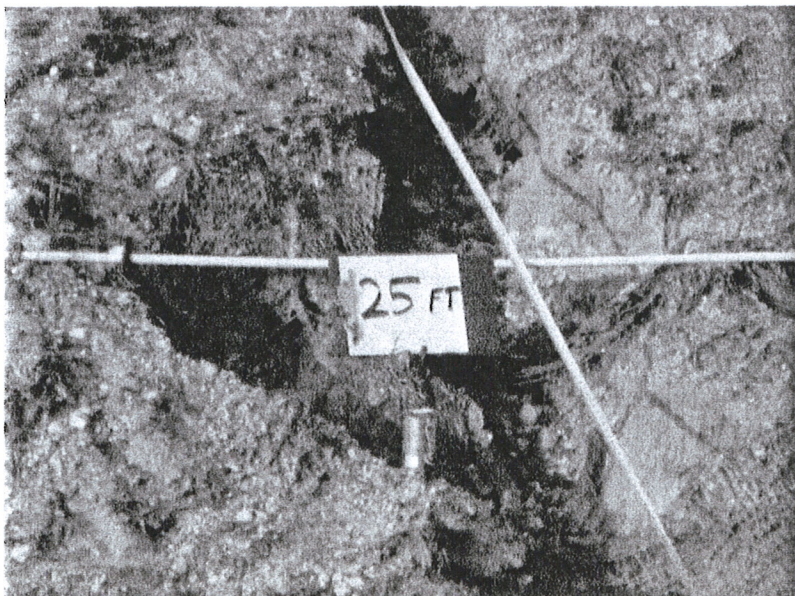
SMT:ACB
8/7/08

Attachment: Additional correspondence



DR Horton
Newhall

Submitted into the
record for #53653
7/30/08
Agenda Item 8



Affordable Senior Housing and Assisted Living Facilities

Senior Housing

BOUQUET CANYON SENIORS

26705 Bouquet Canyon Rd.
Santa Clarita, 91350

(661) 297-3446

- 264 Affordable Units

CANTERBURY VILLAGE SENIOR APARTMENTS

23420 Avenida Rotella
Santa Clarita, 91355

(661) 255-9797

- 64 Affordable Units

CANYON COUNTRY SENIOR COMMUNITY

18701 Flying Tiger Dr.
Santa Clarita, 91351

(661) 251-2900

- 200 Affordable Units

CASTAIC LAKE SENIOR VILLAGE

31990 Castaic Rd.
Castaic, 91384

(661) 295-9599

- 150 Affordable Units

FOUNTAIN GLEN APARTMENTS

23941 Decoro Dr.
Santa Clarita, 91354

(661) 297-9000

- 8 Affordable Units

ORCHARD ARMS

23520 Wiley Canyon Rd.
Santa Clarita, 91321

(661) 255-5818 or

(800) 731-4663

www.hacola.org

- 182 Affordable Units
- Senior or Disabled

VALENCIA VILLAS

25827 Singing Hills Dr.
Santa Clarita, 91355

(661) 259-3921

- 76 Affordable Units

WHISPERING OAKS APARTMENTS

22816 Market St.
Santa Clarita, 91321

(661) 259-1583

- 13 Affordable Units

Assisted Living Facilities

CAPRI-RETIREMENT VILLA

24305 Lyons Ave.
Santa Clarita, 91321

(661) 255-3100

- Full Service Senior Residential Care Facility
- 90 Apartment Units

SANTA CLARITA CONVALESCENT HOME

23801 Newhall Ave.
Santa Clarita, 91321

(661) 259-3660

- Skilled Nursing Home with 24-hour Care
- 99 Bed Facility
- Rehabilitation Services

SUMMERHILL VILLA

24431 Lyons Ave.
Santa Clarita, 91321

(661) 254-9933

- 96 Residential Apartments
- Independent and Assisted Living

SUNRISE AT STERLING CANYON

25815 N. McBean Pkwy.
Santa Clarita, 91355

(661) 253-3551

- Full Service Senior Residential Care Facility
- 120 Apartment Units

- In Santa Clarita
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#53653

Mitigation Measures and Global Warming Resources
California Attorney General's Office

(1) Global Warming Mitigation Measures

The following are some examples of the types mitigation that local agencies may consider under the California Environmental Quality Act (CEQA) to offset or reduce global warming impacts. The list, which is by no means exhaustive or obligatory, includes measures and policies that could be undertaken directly by the local agency, incorporated into the agency's own "Climate Action Plan,"¹ or funded by "fair share" mitigation fees; measures that could be incorporated as a condition of approval of an individual project; and measures that may be outside the jurisdiction of the local agency to impose or require but still appropriate for consideration in an agency's environmental document.

While the lead agency must determine which particular mitigation measures, or suite of measures, is appropriate and feasible for a particular project, proponents of individual private projects are encouraged to take an active role in developing and presenting to lead agencies new and innovative ways to address the impacts of global warming.

Transportation

- Coordinate controlled intersections so that traffic passes more efficiently through congested areas.
- Set specific limits on idling time for commercial vehicles, including delivery and construction vehicles.
- Promote ride sharing programs *e.g.*, by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, designating adequate passenger loading and unloading and waiting areas, and providing electronic message board space for coordinating rides.
- Create car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.²
- Create and/or expand existing vehicle buy-back programs to include vehicles with high greenhouse gas emissions.
- Require clean alternative fuels and electric vehicles.
- Develop the necessary infrastructure to encourage the use of alternative fuel vehicles (*e.g.*, electric vehicle charging facilities and conveniently located alternative fueling stations).³
- Increase the cost of driving and parking private vehicles by imposing tolls, parking fees, and residential parking permit limits.

- Develop transportation policies that give funding preference to public transit.⁴
- Design transportation centers where various public transportation modes intersect.
- Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations.
- Assess transportation impact fees on new development in order to facilitate and increase public transit service.⁵
- Provide shuttle service to public transit.
- Offer public transit incentives.
- Incorporate bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments.
- Create bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking.⁶ Ensure that non-motorized transportation systems are connected and not interrupted by impassable barriers, such as freeways.⁷
- Restore and/or expand school bus services. Where possible, use an alternative fuel school bus fleet.
- Require commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.
- Provide public education and publicity about public transportation services.⁸
- Conduct a public information campaign on all options for individuals to reduce transportation emissions.
- Organize and lead a formal telecommute work program involving public agencies and private businesses. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences

Energy Efficiency and Renewable Energy

- Require energy efficient design for buildings.⁹ This may include strengthening local building codes for new construction and renovation to require a higher level of energy efficiency.¹⁰
- Adopt a “Green Building Program” to promote green building standards.¹¹
- Provide permitting incentives for energy efficient building projects, *e.g.*, by giving green projects priority in plan review, processing and field inspection services.¹²
- Fund and schedule energy efficiency audits of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, hot

water equipment, insulation and weatherization. (Facilitating or funding the improvement of energy efficiency in existing buildings could offset in part the global warming impacts of new development.) Offer financial incentives for adoption of identified efficiency measures.¹³

- Provide individualized energy management services for large energy users.
- Require the use of energy efficient heating and cooling systems, appliances and office equipment.¹⁴
- Fund incentives and technical assistance for lighting efficiency.¹⁵
- Require that projects use efficient lighting. (Fluorescent lighting uses approximately 75% less energy than incandescent lighting to deliver the same amount of light.)
- Require the use of Light Emitting Diode (LED) for traffic and street lighting.¹⁶
- Incorporate on-site renewable energy production (through, *e.g.*, participation in the California Energy Commission's New Solar Homes Partnership). Require project proponents to install solar panels, water reuse systems, and/or other systems to capture energy sources that would otherwise be wasted.¹⁷
- Streamline permitting and provide public information to facilitate accelerated construction of solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating, ventilation and air conditioning systems in existing buildings.¹⁸
- Provide innovative financing for energy efficiency and alternative energy projects. For example, allow property owners to pay for energy efficiency improvements and solar system installation through long-term assessments on individual property tax bills.¹⁹
- Fund incentives to encourage the use of energy efficient equipment and vehicles.
- Provide public education and publicity about energy efficiency and available programs and incentives.²⁰

Land Use Measures

- Encourage mixed-use, infill, and higher density development to reduce vehicle trips, promote alternatives to individual vehicle travel and promote efficient delivery of services and goods. Infill development generates fewer vehicle miles traveled (VMT) per capita and reduced emissions of greenhouse gases, and denser development is associated with increased public transit use.²¹ For example, a city or county could promote "smart" development by reducing developer fees or granting property tax credits for qualifying projects.²²
- Discourage development that will increase passenger vehicle VMT. Enact ordinances and programs to limit or prohibit sprawl – development that requires additional or longer passenger vehicle commutes between workplaces and residences.²³
- Incorporate public transit into project design.²⁴

- Require measures that take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.
- Preserve and create open space and parks. Preserve existing trees and require the planting of replacement trees for those removed in construction.
- Impose measures to address this “urban heat island” effect by, *e.g.*, requiring light-colored and reflective roofing materials and paint; light-colored roads and parking lots; shade trees in parking lots; and shade trees on the south and west sides of new or renovated buildings.²⁵ Darker colored roofs, pavement, and lack of trees may cause temperatures in urban environments to increase by as much as 6-8 degrees Fahrenheit as compared to surrounding areas.²⁶
- Facilitate “brownfield” development located near existing public transportation and jobs.
- Require pedestrian-only streets and plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling.²⁷

Water Conservation and Efficiency²⁸

- Design and implement a comprehensive water conservation strategy. The strategy may include many of the specific items that follow, plus other innovative measures that are appropriate for the location.
- Require water efficient landscapes.²⁹ Adopt a strong landscape ordinance with water budgets to assure efficient landscape design, installation, and maintenance in new construction.
- Encourage the use of reclaimed water for landscape irrigation in new developments and on public property. Provide necessary infrastructure to deliver and use reclaimed water.
- Require water efficient design for buildings. This may include strengthening local building codes for new construction and implementing a program to renovate existing buildings to require a higher level of water efficiency.
- Adopt a retrofit ordinance that will require installation of water-efficient fixtures upon the sale of homes.³⁰
- Adopt and enforce restrictions on watering methods (*e.g.*, prohibiting systems that apply water to non-vegetated surfaces) and controls on runoff.
- Require water efficiency training and certification for irrigation designers, installers and managers.
- Provide individualized water audits for large water users to identify conservation opportunities. Offer financial incentives for adoption of identified efficiency measures.
- Provide water audits for large landscape accounts. Offer financial incentives for efficient irrigation controls and other efficiency measures.
- Fund incentives and technical assistance for water efficiency.
- Adopt standards that prescribe the maximum allowable effective impervious area

- for all new development and redevelopment projects. Require preservation of the existing hydrologic character of developed sites to manage storm water and protect the environment. (Retaining storm water runoff onsite can drastically reduce the need for energy-intensive imported water at the site.)
- Adopt conservation pricing to encourage efficient water use.³¹

Solid Waste Measures

- Require projects to reuse and recycle construction and demolition waste.
- Implement or expand city or county-wide recycling and composting programs for residents and businesses.
- Increase areas served by recycling programs
- Extend the types of recycling services offered (*e.g.*, to include food and green waste recycling).
- Establish methane recovery in local landfills, wastewater treatment and animal operations plants to generate electricity.³²
- Provide public education and publicity about recycling services.

Carbon Offsets

- In some instances, a lead agency may find that measures that will directly reduce a project's emissions are insufficient. A lead agency may consider whether carbon offsets would be appropriate. The project proponent could, for example, fund off-site projects (*e.g.*, alternative energy projects) that will reduce carbon emissions, or could purchase "credits" from another entity that will fund such projects. The lead agency should ensure that any mitigation taking the form of carbon offsets is specifically identified and that such mitigation will in fact occur.

(2) General Resources

The following web sites and organizations provide general information about mitigating global warming impacts at the local level. These sites represent only a small fraction of the available resources. Local agencies are encouraged to conduct their own research in order to obtain the most current and relevant materials.

- The U.S. Conference of Mayors' Climate Protection Agreement contains valuable information for the many local agencies that are joining the fight against global warming. The Agreement is available here:
http://www.coolcities.us/resources/bestPracticeGuides/USM_ClimateActionHB.pdf.
 Nearly one hundred California cities have joined the "Cool Cities" campaign, which means they have signed the U.S. Mayor' Climate Protection Agreement and are taking concrete steps toward addressing global warming. These steps include preparing a city-wide greenhouse gas emissions inventory and creating and implementing a local Climate

Action Plan. Additional resources, including various cities' Climate Action Plans, are located at the Cool Cities website: <http://www.coolcities.us/resources.php>.

- In July 2007, Alameda County became one of twelve charter members of the "Cool Counties" initiative. Participating counties sign a Climate Stabilization Declaration, which is available at the website for King County (Washington State): <http://www.metrokc.gov/exec/news/2007/0716dec.aspx>. Participating counties agree to work with local, state, and federal governments and other leaders to reduce county geographical greenhouse gas emissions to 80% below current levels by 2050 by developing a greenhouse gas emissions inventory and regional reduction plan. Current member counties are recruiting new members and are committed to sharing information. Cool Counties contact information is available at: <http://www.kingcounty.gov/exec/coolcounties/Joinus.aspx>.
- Local Governments for Sustainability, a program of International Cities for Local Environmental Initiatives (ICLEI), has initiated a campaign called Cities for Climate Protection (CCP). The membership program is designed to empower local governments worldwide to take action on climate change. Many California cities have joined ICLEI. More information is available at the organization's website: <http://www.iclei.org/>.
- The Institute for Local Government, an affiliate of the California State Association of Counties and the League of California Cities, recently launched a program called the California Climate Action Network (CaliforniaCAN!). The program will provide information about the latest climate action resources, best practices, and case studies. More information is available at the CaliforniaCAN! website: <http://www.cacities.org/index.jsp?displaytype=§ion=climate&zone=ilsg>.
- The Governor's Office of Planning and Research provides valuable resources for lead agencies related to CEQA and global warming at <http://opr.ca.gov/index.php?a=ceqa/index.html>. Among the materials available are a list of environmental documents addressing climate change and greenhouse gas emissions and a list of local plans and policies addressing climate change.

(3) Notes

1. For example, the County of Marin adopted a Greenhouse Gas Reduction Plan in October, 2006 that sets reduction targets for government operations and for the County as a whole. See http://www.co.marin.ca.us/depts/CD/main/pdf/final_ghg_red_plan.pdf.
2. There are a number of car sharing programs operating in California, including City CarShare <http://www.citycarshare.org/>, Zip Car <http://www.zipcar.com/> and Flexcar <http://www.flexcar.com/>.

3. See the City of Santa Monica's Green Building Program at <http://www.greenbuildings.santa-monica.org/transportation/parkingcharging.html>.
4. San Francisco's "Transit First" Policy is listed in its Climate Action Plan, available at <http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>.
5. San Francisco assesses a Downtown Transportation Impact Fee on new office construction and commercial office space renovation within a designated district. The fee is discussed in the City's Climate Action plan. See Note 4.
6. See Marin County's Safe Routes to Schools program at <http://www.saferoutestoschools.org/>.
7. The City of La Mesa has a Sidewalk Master Plan and an associated map that the City uses to prioritize funding. As the City states, "The most important concept for sidewalks is connectivity. For people to want to use a sidewalk, it must conveniently connect them to their intended destination." See <http://www.ci.la-mesa.ca.us/index.asp?NID=699>.
8. The U.S. Conference of Mayors' Climate Action Handbook, cited above, lists education and outreach as key components to taking action against global warming.
9. Leadership in Energy and Environmental Design (LEED) administers a Green Building Ratings program that provides benchmarks for the design, construction, and operation of high-performance green buildings. More information about the LEED ratings system is available at <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>. Build it Green is a non-profit, membership organization that promotes green building practices in California. The organization offers a point-based, green building rating system for various types of projects. See <http://www.builditgreen.org/guidelines-rating-systems>.
10. Public Resources Code Section 25402.1(h)2 and Section 10-106 of the Building Energy Efficiency Standards establish a process which allows local adoption of energy standards that are more stringent than the statewide Standards. More information is available at the California Energy Commission's website. See http://www.energy.ca.gov/title24/2005standards/ordinances_exceeding_2005_building_standards.html.
11. The City of Santa Monica, for example, has instituted a Green Building Program. See Note 4 and <http://www.greenbuildings.santa-monica.org/>. The City of Pasadena also has a green building ordinance that applies to public and private buildings. See <http://www.ci.pasadena.ca.us/permitcenter/greencity/building/gbprogram.asp> and http://ordlink.com/codes/pasadena/index.htm?Search_Code=Begin+Searching+Municipal+Code. The City of San Francisco is considering adopting green building performance requirements that would apply to public and private buildings. See <http://www.sfenvironment.org/downloads/library/gbtfrrreleasev1.3.pdf>.

12. See "Green County San Bernardino," <http://www.greencountysb.com/> at p. 6.
13. Under Southern California Gas Company's Energy Efficiency Program for Commercial/Industrial Large Business Customers, participants are eligible to receive an incentive based upon 50% of the equipment cost, or \$0.50 per therm saved, whichever is lower, up to a maximum amount of \$1,000,000 per customer, per year. Eligible projects require an energy savings of at least 200,000 therms per year. See <http://www.socalgas.com/business/efficiency/grants/>.
14. Energy Star is a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy that certifies energy efficient products and provides guidelines for energy efficient practices for homes and businesses. More information about Energy Star certified products is available at <http://www.energystar.gov/>. The Electronic Product Environmental Assessment Tool (EPEAT) is a system that ranks computer products based on their conformance to a set of environmental criteria, including energy efficiency. More information about EPEAT is available at <http://www.epeat.net/AboutEPEAT.aspx>.
15. As described in its Climate Action Plan, the City of San Francisco uses a combination of incentives and technical assistance to reduce lighting energy use in small businesses such as grocery stores, small retail outlets, and restaurants. The program offers free energy audits and coordinated lighting retrofit installation. In addition, the City offers residents the opportunity to turn in their incandescent lamps for coupons to buy fluorescent units. See Note 4.
16. For a discussion of the use of LED traffic lights, see the City of Berkeley's Resource Conservation and Global Warming Abatement Plan at <http://www.baaqmd.gov/pln/GlobalWarming/BerkeleyClimateActionPlan.pdf>.
17. At the direction of Governor Schwarzenegger, the California Public Utilities Commission (CPUC) approved the California Solar Initiative on January 12, 2006. The initiative creates a \$3.3 billion, ten-year program to install solar panels on one million roofs in the State. See <http://www.gosolarcalifornia.ca.gov/nshp/index.html>.
18. As part of its "Green County San Bernardino" program, the County is waiving permit fees for alternative energy systems and efficient heating and air conditioning systems. See <http://www.greencountysb.com/> at p. 3.
19. The City of Berkeley is in the process of instituting a "Sustainable Energy Financing District." See <http://www.cityofberkeley.info/Mayor/PR/pressrelease2007-1023.htm>.
20. See "Green County San Bernardino," <http://www.greencountysb.com/> at pp. 4-6.

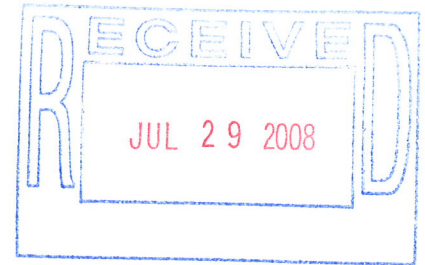
21. See US EPA, Our Built and Natural Environments, A Technical Review of the Interactions between Land Use, Transportation, and Environmental Quality (Jan. 2001) at pp. 46-48 <http://www.epa.gov/dced/pdf/built.pdf>.
22. The City of Berkeley has endorsed this strategy in its Resource Conservation and Global Warming Abatement Plan. See Note 16.
23. Samples of local legislation to reduce sprawl are set forth in the U.S. Conference of Mayors' Climate Action Handbook, cited above.
24. The U.S. Conference of Mayors cites Sacramento's Transit Village Redevelopment as a model of transit-oriented development. More information about this project is available at <http://www.cityofsacramento.org/planning/projects/65th-street-village/>.
25. See the website for Lawrence Berkeley National Laboratory's Urban Heat Island Group at <http://eetd.lbl.gov/HeatIsland/LEARN/> and U.S. EPA's Heat Island website at www.epa.gov/heatisland/. To learn about the effectiveness of various heat island mitigation strategies, see the Mitigation Impact Screening Tool, available at <http://www.epa.gov/heatisd/resources/tools.html>.
26. Some local agencies have implemented a cool surfaces programs in conjunction with measures to address storm water run off and water quality. See, for example, The City of Irvine's Sustainable Travelways/Green Streets program at http://www.cityofirvine.org/depts/redevelopment/sustainable_travelways.asp; The City of Los Angeles's Green Streets LA program at http://water.lgc.org/water-workshops/la-workshop/Green_Streets_Daniels.pdf/view; see also The Chicago Green Alley Handbook at http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/GreenAlleyHandbook_Jan.pdf.
27. Palo Alto's Green Ribbon Task Force Report on Climate Protection recommends pedestrian streets under its proposed actions. See <http://www.city.palo-alto.ca.us/knowzone/agendas/grtf.asp>.
28. The California Energy Commission has found that the State's water-related energy use -- which includes the conveyance, storage, treatment, distribution, wastewater collection, treatment, and discharge -- consumes about 19 percent of the State's electricity, 30 percent of its natural gas, and 88 billion gallons of diesel fuel every year, and this demand is growing. See <http://www.energy.ca.gov/2007publications/CEC-999-2007-008/CEC-999-2007-008.PDF>. Accordingly, reducing water use and improving water efficiency can help reduce energy use and associated greenhouse gas emissions.

29. The Water Conservation in Landscaping Act of 2006 (AB 1881) requires the Department of Water Resources (DWR), not later than January 1, 2009, to update the Model Water Efficient Landscape Ordinance. The draft of the entire updated Model Water Efficient Landscape Ordinance will be made available to the public in December 2007. See <http://www.owue.water.ca.gov/landscape/ord/updatedOrd.cfm>.
30. See the City of San Diego's plumbing retrofit ordinance at <http://www.sandiego.gov/water/conservation/selling.shtml>.
31. The Irvine Ranch Water District in Southern California uses a five-tiered rate structure that rewards conservation. The water district has a baseline charge for necessary water use. Water use that exceeds the baseline amount costs incrementally more money. While "low volume" water use costs \$.082 per hundred cubic feet (ccf), "wasteful" water use costs \$7.84 per ccf. See http://www.irwd.com/AboutIRWD/rates_residential.php.
32. San Diego's Metropolitan Wastewater Department installed eight "digesters" at one of its wastewater treatment plants. Digesters use heat and bacteria to break down the organic solids removed from the wastewater to create methane. See <http://www.sandiego.gov/mwwd/facilities/ptloma.shtml>.

RE: Map#53653 DR Horton Project

July 26, 2008

Ms. Susan Tae & Planning Commission
Dept. of Regional Planning
320 West Temple
Los Angeles, CA 90012



Dear Ms. Tae and Planning Commission,

I cannot believe that the planning commission is about to slam-dunk this project. The residents in our area have had little or NO involvement or input in YOUR process! You called for a meeting on July 9 and then you cancel. Then you move it to July 30th downtown during working hours knowing DAMN well! hardly anyone can make it there. This is so unfair and dishonest. We had a meeting several years ago on a much larger project for this same area; not another word and suddenly now you decide to go ahead with a slightly different project with no homeowners or residents involvement. The bottom line is you are going to open up that whole, amazingly beautiful, pristine valley for MORE housing. What an absolute waste of uncluttered beautiful mountain, valleys, oaks, and wildlife. This area will never be the same and is completely irreplaceable. Like we really need MORE housing (for the elderly or not). And what becomes of all the wildlife? This is only the beginning of more encroachment on their habitat. Then there is the increased potential of fires after this pristine area is opened up, danger for existing homes and proposed elderly folks.

We do not need more urban sprawl in the Santa Clarita Valley nor do we want it. Did you even consider the large proposed "Avenue of Santa Clarita" project across the freeway? You did not bother to mention that plan to anyone. I realize this falls under the approval process of Santa Clarita but it is your responsibility as a Planning???- Commission to let the folks getting dumped on, know the whole truth. More housing in a tumbling real estate market just what we need!

I would venture to say that in the last 10 years there have been 30,000+ homes and families added to the area along with hundreds of commercial fronts. What we need is improved infrastructure not more sprawl. Nothing has been done to improve I-5 and the massive amounts of traffic it handles. The new diamond lane only makes it worse. The freeway is littered with cracks, potholes and

trucks and has become a parking lot in the last 10 years. There will be many more accidents and SIG alerts. When the next quake comes and the freeway bridges come down again the chaos will be unparalleled. The secondary roads in the area are clogged and very busy. We are facing major water shortages in our area and statewide. Where will the water come from? This new development would only mark the beginning of the destruction of the one remaining virgin area of beautiful heritage oak covered hills, and the miraculous Santa Susana mountain range. This property would serve the public much better as a major park rather than the beginning of more destructive sprawl.

We are strongly opposed to the continued unchecked and unwarranted development of the Santa Clarita Valley. Judging from the way this hearing process has been handled and even though you are duty bound to the people of the county of Los Angeles who pay for your salaries it appears DR Horton runs this planning committee. We need improved infrastructure, less traffic, less congestion, more unspoiled natural mountainous habitats and less building.

Furthermore, for the record, the fire trail, which runs approximately South off of Sagecrest Circle, does not qualify for a through road into the valley below. I attended one of your planning meetings in 2001 and pointed out that my house is on the uphill side of that road and that it would present a danger to my home and family. My house was built on a cut and fill lot by Larwin Builders and during the 1994 earthquake. Our lot experienced re-compaction so now my home sits on concrete piers. Even a retainer wall would not insure the safety of my home. At that time you were about to slam-dunk a 2-lane road through that tiny passageway. No one bothered to actually go out to the location and view it. The road was about to receive approval by viewing a flat map. Thank God I was in attendance to stand up for my property rights and my families safety. I ask...have any of you come to view what beauty you are about to destroy?

Thank you for your time and attention in this important matter.

Yours truly,

A handwritten signature in cursive script, appearing to read "David & Linda Snell". The signature is written in dark ink and is positioned to the right of the typed name.

David & Linda Snell

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